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MONDAY, MARCH 13, 1905.

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一拜禮

號三十月三英港香

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID UP " 18,000,000
CAPITAL UNCANCELLED " 6,000,000
RESERVE FUND " 9,520,000

Head Office—YOKOHAMA.

Branches and Agencies,
TOKIO, LONDON, NEW YORK,
NAGASAKI, HONOLULU,
LYONS, SAN FRANCISCO, SHANGHAI,
BOMBAY, TIENTSIN, LIAOYANG,
PEKING, KOBE, DALNY.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARIS' BANK, LTD.
THE UNION OF LONDON AND
SMITHS BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of a per cent
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" " 4 "
" " 4 "

TAKEO TAKAMICHI,
Manager.

Hongkong, 17th January, 1905. [20]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—

Sterling Reserve \$10,000,000
Silver Reserve \$ 8,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

H. E. TOWKINS, Esq., Chairman.

H. A. W. SLADE, Esq., Deputy Chairman.

E. Goetz, Esq. K. Shelling, Esq.

Hon. W. J. Gresson Hon. R. Shawan.

A. Haupl, Esq. N. A. Siebs, Esq.

A. J. Raymond, Esq. E. S. Wheeler, Esq.

H. Schubart, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 5 per Cent
per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 4 per Cent. per Annum.

For 6 months, 4 per Cent. per Annum.

For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 18th February, 1905. [21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted

by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be

obtained on application.

INTEREST on deposits is allowed at 3½ per
Cent. per annum.

Depositors may transfer at their option

balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXEL
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [22]

THE DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL..... Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin Calcutta Hankow

Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 12th August, 1904. [23]

Insurance.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above

Company are prepared to accept First

Class FOREIGN and CHINESE RISKS at

CURRENT RATES.

SIEMSSSEN & Co.

Hongkong, 28th May, 1904. [24]



THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chofoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maldizuru, Kure, Shimamoto, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinozuka, Sasebo, Mikaze, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mikie, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujimoto, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Saspara, Tubakuro, Yohimoto, Yoshi, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong.

[25]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

SHANGHAI { SINHALA } About 24th { Freight and
NEW YORK { F. R. Summers } March } Passage.

LONDON and ANTWERP VIA
SINGAPORE, PENANG, JAPAN } About 15th { Freight and
CULOMBO, PORT SAID and MARSEILLES { E. P. Martin, R.N.R. } March } Passage.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE } CEYLON } About 19th { Freight and
(Passing through the Island Sea) { C. F. Lockstone, R.N.R. } March } Passage.

For Further Particulars, apply to
L. S. LEWIS, Acting Superintendent.

Hongkong, 10th March, 1905. [21]

Intimations.

The King

among scientifically condensed foods is Bovril. In the smallest possible bulk Bovril has every virtue a true food should possess—it is nourishing and strengthening—it is a stimulant and a warmth-giver; and, besides being very appetising, is thoroughly digestible. Bovril is a great help to the cook, too.



IND COOPE'S STOUT.

A Light Stout of exquisite flavour, specially suitable for this climate.

Per Dozen Pints \$2.35.

H. PRICE & CO.,
12, QUEEN'S ROAD,
Sole Agents.

Hongkong, 6th January, 1905.

JOHN DEWAR SONS & CO., PERTH.

WHISKY,

Extra Special \$16.00 per case 12/1.

White Label \$24.00 " 12/1

KRUSE & CO.
SOLE AGENTS.

CONNAUGHT HOUSE,
Hongkong, 1st July, 1904.

This space is reserved for

LONG, HING & CO.,
PHOTO GOODS DEALERS,

178, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [45]

ACHEE & CO.,

ESTABLISHED 1850.

祥利廣

FENDER, SCUTTLE, FIRE HANDS, WARMING STOVES, COOKING RANGES, ETC.,
BRASS AND IRON BEDSTEADS, BEDDINGS, BLANKETS, COUNTERPANES, SHEETINGS, HOUSEHOLD LINENS, ETC.

174, Queen's Road, Central. Telephone 256.

Hongkong, 4th January, 1905. [44]

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 7th February, 1905. [26]

A. F. DAVIES,
Acting Manager.

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

OUR PROPELLERS
Are fitted to the Principal Racing Launches in Europe.
Designed and Finished for Highest Efficiency.

Agencies—GENERAL ELECTRIC CO.
W. H. ALLEN & SON'S ENGINEERS, BEDFORD.
H. W. JOHN'S CANADIAN ASBESTOS GOODS.
Cable Address: "MARINWORK," Hongkong.
Telephone No. 358.
12, Beaconsfield Arcade, Hongkong.

Hongkong, 1st February, 1905. [20]

Shipping Steamers.**HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,304 tons.....	Captain H. D. Jones.
" " "POWAN,"	4,338 "	R. D. Thomas.
" " "FATSHAN,"	2,200 "	W. A. Valentine.
" " "HANKOW,"	3,073 "	C. V. Lloyd.
" " "KINSHAN,"	1,995 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.**HONGKONG-MACAO LINE.**

S.S. "HEUNGSHAN,"	1,998 tons.....	Captain W. E. Clarke.
Departures from Hongkong to Macao on week days at 2.00 P.M.		
Departures on Sundays at 12.30 P.M.		

Departures from Macao to Hongkong daily at 8.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons.....	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8.30 A.M.		

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.**THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.****CANTON-WUCHOW LINE.**

S.S. "SAINAM,"	588 tons.....	Captain J. Wilcox.
" " "NANNING,"	569 "	C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunki, Mahring, Kumchuk, Kau-Kong, Samshui, Howli, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:- Canton to Wuchow..... Single \$1.00. Return \$2.00.

Canton to Tak Hing Single \$1.50. Return \$2.00.

Canton to Samshui..... Single \$1.50.

HONGKONG-WUCHOW LINE.

S.S. "LIN TAN"..... Capt. B. Branch. S.S. "SANUI"..... Capt. H. Black. Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:- Hongkong to Wuchow Single \$17.50, Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00, available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING"..... Capt. R. Birks. S.S. "HONGKONG"..... Capt. Maxfield. Departures from Hongkong daily (Saturday excepted) at 7 P.M. calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

FARES:- Hongkong to Kong Moon..... Single \$2.00.

Hongkong to Kumchuk Single \$2.00.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Mens charged extra.

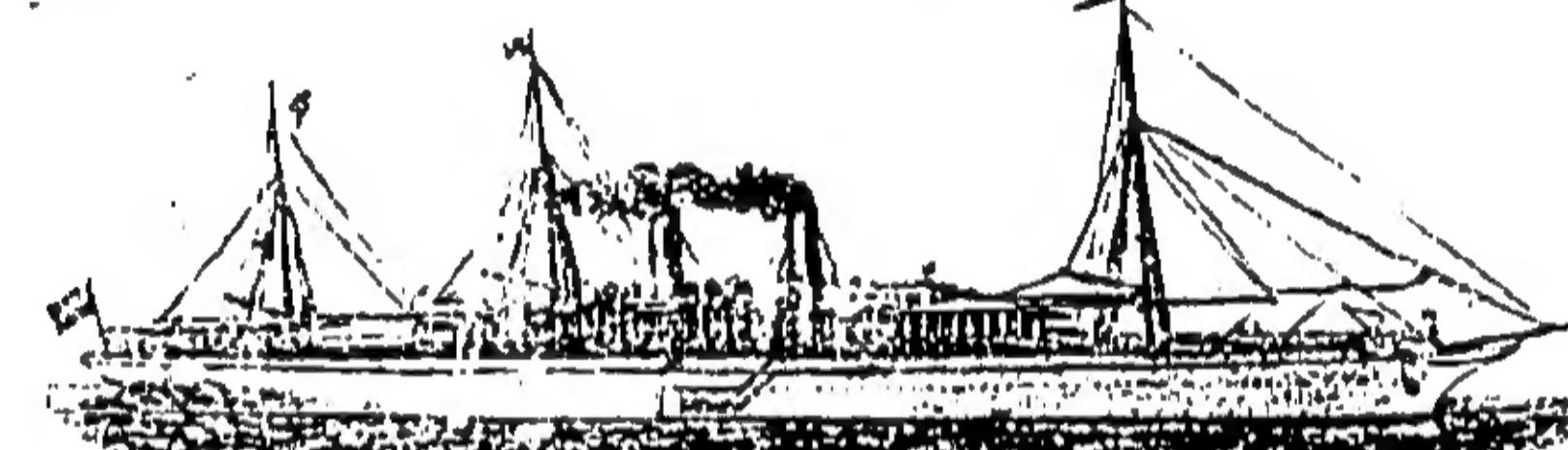
Further particulars may be obtained at the Office of the -

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

OF BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 5th January, 1905

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.**THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.**

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN"..... 2,440 Tons..... WEDNESDAY, 15th March.

" " "EMPERESS OF CHINA"..... 6,000 "..... WEDNESDAY, 29th March.

" " "EMPERESS OF INDIA"..... 6,000 "..... WEDNESDAY, 10th April.

" " "TARTAR"..... 4,425 "..... WEDNESDAY, 26th April.

" " "EMPERESS OF JAPAN"..... 6,000 "..... WEDNESDAY, 10th May.

" " "ATHENIAN"..... 2,440 "..... WEDNESDAY, 24th May.

Hongkong to London, 1st Class..... \$14 St. Lawrence £60. 1/4 New York £62.

Hongkong to London, Intermediate on

Steamers, and 1st Class Rail £40.

Steamers, and 1st Class Rail £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Itineraries, Bills, Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,

9, Peader's Street.

Hongkong, 8th March, 1905

HAMBURG-AMERIKA LINIE.**OESTASIATISCHER DIENST.**

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOVA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.**SUBJECT TO ALTERATION.**

STEAMERS. DESTINATIONS. SAILING DATES.

RHENANIA *..... MARSEILLES, HAVRE & HAMBURG. 18th March. Freight and Passengers.

Boheims..... (Calling at STORE, PENANG & COLOMBO). 18th March. Freight and Passengers.

SUEVIA..... HAVRE and HAMBURG. 4th April. Freight.

Kruisels..... (Calling at STORE, PENANG & COLOMBO). 4th April. Freight and Passengers.

SILESIA *..... HAVRE and HAMBURG. 18th April. Freight and Passengers.

Bahe..... (Calling at STORE, PENANG & COLOMBO). 18th April. Freight and Passengers.

SLAVONIA..... HAVRE and HAMBURG. 2nd May. Freight and Passengers.

Schoenfeld..... (Calling at STORE, PENANG & COLOMBO). 2nd May. Freight and Passengers.

SEGOVIA..... HAVRE and HAMBURG. 16th May. Freight.

Schoenfeld..... (Calling at STORE, PENANG & COLOMBO). 16th May. Freight and Passengers.

FOR ODESSA,

With Transhipment at Singapore, ANDALUSIA, Captain Filler, to sail from Singapore about 10th March, Freight.

FOR NEW YORK VIA Ports of Call, with liberty to call at the Malabar coast.

NUBIA, Captain Habel, about 25th May, Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amidships. Lighted throughout by Electricity.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

No 1 Queen's Building.

Hongkong, 9th March, 1905

SPECIAL CARS BY ARRANGEMENT AT THE COMPANY'S OFFICE, ALEXANDRA BUILDINGS, 10th March.

DE VONIX ROAD CENTRAL.

IMPERIAL GERMAN MAIL LINES.**NORDDEUTSCHER LLOYD, BREMEN.****EUROPEAN LINE.**

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZU, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.-Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG**(SUBJECT TO ALTERATION.)**

STEAMERS.

SAILING DATES.

PRINZESS ALICE WEDNESDAY, 15th March.

PRINZ REGENT LUFTPOOLD WEDNESDAY, 29th March.

PRINZ HEINRICH WEDNESDAY, 12th April.

PRINZ EITEL FRIEDRICH WEDNESDAY, 26th April.

PREUSSEN WEDNESDAY, 10th May.

ROON WEDNESDAY, 24th May.

BAUERN WEDNESDAY, 7th June.

ZIETEN WEDNESDAY, 21st June.

GNEISENAU WEDNESDAY, 5th July.

SACHSEN WEDNESDAY, 19th July.

SCHARNHORST WEDNESDAY, 2nd August.

PRINZ HEINRICH WEDNESDAY, 16th August.

PRINZ EITEL FRIEDRICH WEDNESDAY, 30th August.

ON WEDNESDAY, the 15th day of March, 1905, at Noon, the Steamship "PRINZESS ALICE" of the NORDDEUTSCHER LLOYD, Captain P. Wettin, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 13th instant, Cargo and Specie will be received on Board until 3 P.M., on TUESDAY, the 14th instant, and Parcels should be received at the Agency's Office until NOON, on TUESDAY, the 14th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50

and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTS-HOEHE, MATUPI, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.**(Subject to alteration.)**

STEAMERS.

SAILING DATES.

WILLEHAD MONDAY, 3rd April.

PRINZ WALDEMAR FRIDAY, 12th May.

PRINZ SIGISMUND FRIDAY, 9th June.

ON MONDAY, the 3rd April, 1905, at Noon, the Steamship WILLEHAD, Captain E. Zurbosen, with MAILED, PASSENGERS and CARGO, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Intimation.

**WM. POWELL,
LIMITED.
ALEXANDRA
BUILDINGS"**

Des Vaux Road.

Everything for
Ladies' and
Children's wear.

NEW
CHIFFON
VEILINGS.

RAIN COATS.

BELTS.

LINEN COLLARS.

CORSETS.

DRESS
FABRICS.

NEW
GRANITE TWEEDS.

NAVY SERGES.

FANCY VOILES.

FOULARDS,
AND

A splendid selection
of
NEW MUSLINS
at
Moderate Prices.

GENTLEMEN'S
DEPARTMENT,
28, Queen's Road.

NOW ON SHOW.

SMART SILK
AND WOOL
SHIRTS
of beautiful quality,
newest patterns.

OPEN KNIT SILK
SCARVES.LIGHT-WEIGHT
RAINCOATS.

INSPECTION INVITED.

Wm. POWELL, Ltd.
HONG KONG.

Hongkong, 8th March, 1905.

Intimations.

**CHINA SUGAR REFINING COMPANY,
LIMITED.**

NOTICE.

THE TWENTY-SEVENTH ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the Company will be held at
the Offices of the General Agents, on THURS-
DAY, the 23rd March, at Noon, for the purpose of
receiving the Report and Statement of
Accounts for the year ending 31st December,
1904.

The TRANSFER BOOKS of the Company
will be CLOSED from 10th to 23rd March,
both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 4th March, 1905. [322]

**LUZON SUGAR REFINING COMPANY,
LIMITED.**

NOTICE.

THE TWENTY-THIRD ORDINARY
ANNUAL MEETING OF THE SHARE-
HOLDERS of the Company will be held at
the Offices of the General Agents, Pedder's
Street, on THURSDAY, the 23rd March, at
12.30 P.M., for the purpose of receiving the
Report and Statement of Accounts to 31st
December, 1904.

The TRANSFER BOOKS of the Company
will be CLOSED from the 10th to 23rd March,
both days inclusive.

JARDINE, MATHESON & Co.,
General Agents.
Hongkong, 4th March, 1905. [321]

**THE CHINA AND MANILA STEAMSHIP
COMPANY, LIMITED.**

NOTICE.

THE TWENTY-SECOND ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS in the above Company, will be
held at the Company's Office, St. George's
Building, No. 6, Connaught Road, Victoria, on
SATURDAY, the 25th March, 1905, at 11 A.M.,
for the purpose of receiving a Statement of
Accounts and the Report of the General
Managers for the year ending 31st December,
1904.

The TRANSFER BOOKS of the Company
will be CLOSED from WEDNESDAY, the
22nd March, to SATURDAY, the 25th March,
both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 10th March, 1905. [349]

NOTICE.

UNDER instructions from the General
Managers, Mr. L. S. LEWIS will be
in Charge of the Company's business at this
port during my absence from the Colony on
leave.

E. A. HEWETT,
Superintendent.
Hongkong, 11th March, 1905. [352]

**ASSOCIATION OF YORKSHIREMEN IN
HONGKONG AND CHINA.**

THE ANNUAL DINNER will take place
at the HONGKONG HOTEL, on SATUR-
DAY, the 18th of March.

Yorkshiremen intending to be present are
requested to communicate with the Under-
signed.

As decided by the Parent Society the term
"YORKSHIREMEN" includes the following:—
(1) A person born in Yorkshire. (2) A person
of Yorkshire parentage on either side. (3) A
person who is identified by residence with the
County of York.

ARTHUR CHAPMAN,
Hon. Secretary.
Hongkong, 28th February, 1905. [304]

NOTICE.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the
Military Authorities that GUN PRACTICE
will be carried out as under:—

On MONDAY, 13th March:—

From Pak-shan-wan, towards entrance to
Junk Bay, at ranges of 600 to 4,000
yards, commencing at 9.30 A.M., and
finishing at 11 A.M.

On WEDNESDAY, 15th March:—

From Pinewood, in a North-Westerly
direction, at ranges of 4,000 to 6,000
yards, commencing at 9.30 A.M., and
finishing at 11 A.M.

On FRIDAY, 17th March:—

From Pinewood, in a North-Westerly
direction, at ranges of 2,000 to 6,000
yards, commencing at 9.30 A.M., and
finishing at 11 A.M.

If the weather is unfavourable on either of
the above days, Practice will take place on the
following day.

All ships, junks and other vessels are to
keep clear of the range.

L. BARNES-LAWRENCE, Captain, R.N.,
Harbour Master, &c.

Harbour Department,
Hongkong, 8th March, 1905. [341]

NOTICE.

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the Head
Quarters Office, Fleiter Street, until
12 o'clock Noon on THURSDAY, 16th March,
1905, for the undermentioned SUPPLIES and
SERVICES, for the period of twelve months
from 1st April, 1905:—

1. Hospital Supplies and Medical Comforts.

2. General Supplies and Provisions.

3. Coal, Wool, Oil, Scavenging, and other
Barrack Supplies and Services.

4. Washing.

5. Transport Services (Supply of Launches,
Junks, Coolies, &c.).

6. Forage.

Forms of Tender and any particulars can be
obtained on application to this Office either
personally or by letter, addressed to the Officer
Commanding Army Service Corps between the
hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up,
signed and dated, and no Tender will be noticed
unless delivered upon the proper form at the
Head Quarters Office by 12 o'clock Noon on
the above date, in a closed envelope, marked
"Tender" on the outside.

The right to reject any or all Tenders is
reserved.

Head Quarters Office,
Hongkong, 7th March, 1905. [338]

NOTICE.

**TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,**
48, Des Vaux Road.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 1st October, 1904. [61]

THE CHINESE ENGINEERING
AND MINING CO. CASE.

CHANG YEN-MAO v. MOREING AND OTHERS

[Continued from Saturday.]

THE ELEVENTH DAY.

When Mr. Justice Joyce, in the Chancery
Division, resumed the hearing of the action of
Chang Yen-mao v. Moreing, and others on 7th
 ult., Mr. C. A. Moreing was further cross-
examined by Mr. Levett, K.C., on behalf of

all. He was told the first thing he had to
do was to come over here and take proceedings
to get the registration completely cancelled.
The lawyers who had considered the case
realised they could not get an English court of
law to decree cancellation. Consequently, they
framed the pleadings in a more plausible man-
ner, and asked for a declaration that the
memorandum was binding. He was, and al-
ways had been prepared to undertake to carry
out the memorandum in any reasonable sense
in which it could be made binding. His Ex-
cellency's real object was to get rescission of
the contract, and that he was attempting to do
indirectly. It was useless to have a declara-
tion that the memorandum was binding unless
the memorandum gave his Excellency power
to go back to the Chinese Court and say he
had power to rescind this transaction. If
the company had been shy about recognising
large powers in the Chinese board, it was be-
cause his Excellency had been trying to get in
something which was not contemplated under
the agreement. The ultimate control of this
company must be in the shareholders at general
meeting. Chang was not to go back and say
he had power to take away from English people
the property for which they had paid. The
Chinese Court said his Excellency never had
any authority to sell. The Court must put an
interpretation on the memorandum, and the
whole controversy was as to what the interpre-
tation was. Chang really desired a rescission of
the contract and to be restored to a position
under which he could sell the property, undo
contracts, not be amenable to law, and be
plenipotentiary. They were really fighting the
construction of the memorandum to prevent the
company's affairs falling to the mercy of Chang.

His Lordship: The case is getting more
mysterious every day.

The hearing was again adjourned.

THE TWELFTH DAY.

The case was continued on 8th ult., when
Chevalier de Wouters was called by the defence,
and examined through an interpreter.

He said that in 1900 he was in Japan repre-
senting a Belgian company. In November of
that year he went to Shanghai. Mr. Hoover
showed him a copy of the agreement of July
30 between Detring and Hoover. He had
several interviews with Mr. Detring and Mr.
Hoover. He was aware that the document of
July 30 was altered in January; but he had no
discussion with Mr. Detring on the matter.
Asked what Detring said about the altered
agreement, witness said that Detring did not
say that Chang knew anything of the altera-
tions; but he produced certain Chinese docu-
ments to him. There was no special discus-
sion between his Excellency and himself about
the altered agreement; but his Excellency
said that the value of the old shares was 7½.
each, and they would be exchanged for 25
shares in the new company. Witness pressed
his Excellency to sign the transfer to the new
company, but Chang refused.

His Lordship: It is admitted he would not
sign the transfer unless the other thing was
signed. I will tell you what is in my mind:
that you (not personally) are not pursuing a
straightforward course. There is no dispute
about it. If there is a dispute about it, for
heaven's sake, say so, and go ahead.

Mr. Hamilton said that, after that intimation,
he would not trouble the witness on that part
of the case.

Witness went on to say that he and Mr.
Hoover managed the company as general
managers until Sept., 1901. A Chinese board
was appointed, and his Excellency was made
director-general. The board acted whilst he
was in China. He endeavoured to carry out
the terms of the memorandum of Feb. 19, and
took steps to transfer the property into the
company's name.

Cross-examined: On his return he knew the
Oriental Syndicate received 62,000 fully-paid
shares. The shares were employed in making a
legitimate profit on the transaction. Whilst
in China he had his salary; but he made no
profit out of the transaction. He subscribed
for £4,000 debentures, and received 2,000
shares in respect of that. He received no
shares in the Oriental Syndicate. He endeavoured
to carry out the memorandum of Feb.
19, 1901. He signed it because it was to carry
out agreements which had already been entered into.
Chang insisted that a promise which had
already been entered into should be put in
writing. The memorandum contained no new
engagement in his opinion, and for that reason
he signed it. Together with Detring and
Hoover he formed at first a provisional board.
Detring was consulted in every important step
that was taken. The China board had real
powers. Witness said they did all they could to
establish an honest administration. He
remembered the regulations of June 4.

What did you mean by writing to the
company? "It has permitted us to constitute a
board of directors which has no power?" To
understand that you must take into account
my frame of mind.

Were you in the frame of mind for telling the
truth? Yes.

Was not what you wrote true? It is not
true that the board was without any power.

Why did you write an untruth to the board of
directors of the Chinese Company?—I was
accused of having gone too far in the regula-
tions in favour of the Chinese in connection
with the administration.

His Lordship: Is what he says now im-
portant? This is what he wrote, and nothing
he says now would make me disbelieve it. I've
seen the Board at home blamed him for giving
way to the Chinese.

[To be continued.]

SONGS OF AGONY.

DELIRIOUS WITH SCIASTICA, THIS MAN FINAL-
LY COLLAPSED. DR. WILLIAMS' PINK
PILLS MADE HIM AN ACTIVE
WORKER AGAIN.

"I am told that when delirious with pain I
actually sang songs," said Frederick Friday,
and those who have suffered from Sciatia
know what he endured.

"For years," he said, to a *Mercy Express*
reporter, "I was a martyr to Sciatica, and
suffered more than I can tell you." Mr.
Friday put his hand to his hip with a sigh
of relief. "I went almost mad with the
pain. I fainted continually, and became
as thin as a rake. Several doctors attended
me, but for twenty months I could do no
work."

"My nerves at least was something fearful,
were completely shattered," Dr. Williams' Pink
Pills.

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Intimations.

A. S. WATSON & CO.,
LIMITED.

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1841.

WINE AND SPIRIT
MERCHANTS.

E BLEND
VERY OLD LIQUEUR

SCOTCH WHISKY.

D PORT,
VERY FINE OLD VINTAGE MANY
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS:
Hongkong, 25th February, 1905.

BAHADUR
CIGARS.

THE
PREMIER CIGAR
OF
INDIA.

No. 1 - \$2.75 - per 100

No. 2 - \$2.50 - per 100

No. 3 - \$2.25 - per 100

Gregor & Co.,
SOLE AGENTS.

Hongkong, 7th March, 1905.

BIRTHS.

On March 12th, at Bury St. Edmunds, England, the wife of FRANK BROWNE, Hongkong, of a son. [33]

On 20th February, at LiaoYang, the wife of the Rev. Wm. MACNAUGHTAN, M.A., United Free Church of Scotland, of a daughter.

DEATH.

At Nanking, on February 27th, Winifred, the beloved daughter of R. C. RADOMSKI, of the Imperial Postal Service, aged 15 months.

The Hongkong Telegraph

HONGKONG, MONDAY, MARCH 13, 1905.

CHINA T.L.A.

An interesting series of letters recently appeared in a home journal that may eventually lead to a revival of the China tea trade which has, for years past, been on the decline in consequence of India and Ceylon overstocking the markets with a cheaper article than is sought after by the working-classes with a taste for a beverage thick and strong. The historical "Pekou and Souchong" appeal to people who are willing and able to discriminate in this important article of diet, and those interested in the trade would gladly welcome an inquiry into the evil effects of inferior tea, of which, says one of the correspondents, there is ample evidence in the "little Mary" of the unhappy consumer of British-grown teas. "A China Merchant" points out that it is surely worthy of notice that the China trade maintains a dignified and uncomplaining attitude in spite of increased duties and much advertised competition; they rely on the merits of the article they sell, and are too business-like to be tempted into piling up stocks beyond the demands of the public in order to satisfy directors whilst emptying the pockets of shareholders. A lady from Sydenham views the question from a more practical side and animadverts at some length on the harmful effect of the "course liquor of the Indian and Ceylon blends we buy at the grocers." She speaks of the "horribly strong, rank crews of the Indian teas," and complains because the China merchant does not tell them where they can buy pure China tea. Another lady follows with a similar complaint, and "Anti-toxin" brings the correspondence to a close, by alluding to the famous fable of "The Wolf and the Lamb," where the former accused the latter of troubling the stream, and remarks that since then there has been no better illustration than the difficulties of the tea trade being put down to the China contribution to the market, which is now about 6 per cent. of the whole supply of the United Kingdom! As a matter of fact, it is only the very small minority of clever people (the population being mostly fools according to Carlyle), who, having some regard for their digestion, stick to China tea. If Cowper had written in these days, when people line their stomachs with tannin, he would have had to change his ideas about "the cup that cheers but not inebriates"—the favourite stuff of the public nowadays simply means melancholia and dyspepsia. There is no doubt that many people at home would distinctly prefer to drink China tea if they only knew where to purchase it. Some time ago the British Consul at Foochow pointed out that in advertisement lies the only real remedy. His recommendations were widely admitted to be well-grounded, and one British merchant at that port strove earnestly to give his abstract counsels a concrete form. His attempts, not did however, meet with the success he hoped, but now that attention is again being drawn to the matter pushful merchants at home may possibly be induced to make a bold bid for a trade that is certainly deserving of attention.

LOCAL AND GENERAL

THE English mail of the 11th February was delivered in London on the 10th inst.

THE Japanese are now prohibiting the embarkation of passengers for Port Arthur at Pigeon Bay.

"SUBSCRIBER'S" interesting letter on the meat question was received too late for publication in this evening's issue. It will appear tomorrow.

THE only communicable disease notified as having occurred in the Colony during the week ended 11th inst., were two fatal cases (Chinese) of small-pox.

UNDER the auspices of the Hongkong Volunteer Reserve Association, Colour Sergeant Bullock will lecture on musketry and give instruction in the handling of the new short rifle, at the City Hall on Wednesday next, at 5.15 p.m.

AT the Civil Summary Court this morning before the Justice of the Peace (Mr. T. Sercombe Smith) the action brought by the Hip Loong firm of wholesale bakers against the proprietors of the Cape Weissmann to receive \$648 being the value of 10,800 pounds of biscuits, was further continued, and again adjourned.

THE villager in the New Territory who raised the hue and cry after the stealers and who received a bullet in his stomach, as recorded in our issue of Saturday, died from the effect of his wound on Saturday night. A vigorous search is being made for the shooter who will have to answer to the charge of murder.

THE S.S. "SHREWSBURY."

SALVAGE OPERATIONS.

A FAILURE WHEN SUCCESS SEEMED ASSURED.

One of the most disappointing experiences which could baffle a salvage party fell to the lot of those who left Hongkong on the 14th February, with the intention of saving the wrecked steamer *Shrewsbury*. It may be remembered that some weeks ago the *Shrewsbury*, which was laden with between 5,000 and 6,000 tons of coal, went on one of the reefs of the Paracels. The vessel lay piled up in such a position that it was considered the work of salvaging her would not be very difficult. A preliminary expedition was sent out to view the wrecked steamer, and it was found that although a few rivets had given way and several of the plates were strained, the vessel as a whole was intact. Accordingly, on the 14th ult., a salvage party consisting of Mr. Newman Munford, Lloyd's Surveyor; Captain Frampton, Mr. W. C. Jack, of E. C. Wilks & Co., Mr. Lanzius, and Mr. Tully, proceeded on the *Progress* to the scene of the wreck. The weather was beautiful, everything that could have been desired for successfully salvaging the boat. At the Paracels, the *Shrewsbury* was found high and dry on a reef, with a depth of 14 feet of water aft and 24 feet forward.

The piratical bands who scour the seas in that neighbourhood, and seem to gloat over a wreck, had not been idle. Every piece of copper had been wrenched off; the boiler tubes were stripped; and indeed whatever was removable had disappeared. Nevertheless the salvage people held to their first opinion that no great difficulty would be experienced in getting the *Shrewsbury* off the reef, and they proceeded to manufacture pipes and tubes for the boilers. They had a full set of salvage material and the initial labour of temporarily repairing the boilers was quickly performed. Within a week, the main boilers of the *Shrewsbury* were at work, and with the pumps going the vessel was cleared of water in a very short time. It was impossible to do anything with the cargo of coal. The *Progress* took 40 tons aboard, and the rest was thrown into the sea. The weather still remained calm and the success of the enterprise seemed to be assured. A tow rope was attached to the *Shrewsbury* from the *Progress* and at high tide, two weeks after the salvage party had arrived on the scene, the vessel was towed off the reef into deep water. It only remained now to bring the vessel to Hongkong, and these seemed little question about that being achieved. Proceeding slowly, the *Shrewsbury* was towed nearly a mile from the Paracels when the tow-rope snapped and the vessel was at the mercy of the waves. Darkness had fallen and nothing could be done by those on the *Progress* to effect a junction with the *Shrewsbury*. In the meantime the sea had risen and a high wind swept the vessel towards the land. When daylight appeared it was seen that the *Shrewsbury* lay high on another reef of the Paracels, in such a position that a second rescue was absolutely out of the question. The chagrin of the salvage party, whose efforts had failed when success seemed beyond doubt, and when the hardest part of the operations had been carried through without a hitch, can be imagined. It was useless to stay any longer at the Paracels and the *Progress* returned to Hongkong. By this time it is expected that the *Shrewsbury* will be a broken-up wreck.

SALVAGE PARTY PROTECTED BY A CRUISER.

The following additional details were received from a member of the salvage party:

At about eleven o'clock on the night in question, the long-stranded vessel was safely pulled off her perch and floated in deep water, and it was not long before arrangements were completed for commencing the return to the port, with the salved vessel in tow. They had not proceeded far, however, when those on board the *Shrewsbury* signalled to the *Progress* to stop, in order that they might slip the bow-kedge from the *Shrewsbury*. Shortly afterwards they were signalled to proceed, but the jerk in starting broke the tow-rope, and the swell and wind drove the *Shrewsbury* back on to the reef again. Another tow-line was run out, but it was found impossible to get it on board, the *Progress* then being in a critical position herself. The *Shrewsbury* laboured heavily till daybreak, when another attempt was made to form a towing connection, but in the meantime the stern post and rudder had broken off, rocks were bulging through the engine room, and the water gaining rapidly on the pumps. The *Shrewsbury* then showed signs of breaking up amidships, so it was ultimately decided to abandon her, the crew aboard of her being with difficulty transferred to the *Progress*.

The salvage party were greatly handicapped by the devastation wrought on board by Hainan pirates, whose crews had already cut away the whole of the copper piping fore and aft, including the main steam pipes, thus effectively preventing the propeller from being used. As steam was up in the main boilers a few turns with the propeller would have brought her out of danger. The pirates were hovering about when the *Progress* was operating, no less than 15 junks being in the lagoon, where they were busily engaged looting the *Baron Gordon*.

The s.s. *Progress* returns to the scene of the wreck to-morrow morning with a salvage party under the charge of Mr. Tully to endeavour to save the pumps placed aboard the *Shrewsbury* with other gear, and we understand that she will be convoyed by H.M.S. *Iphigenia* as a protection against any piratical attacks, as it is expected that the latter, seeing that the *Shrewsbury* has been abandoned, will swarm around in hordes, and may attempt to interfere with the *Progress* party.

We have received from the local agent of the Peninsular and Oriental Steam Navigation Co. a schedule of the proposed movements of steamers for the present year giving the outward and homeward mail contract services and connections, and the London-Colombia-Calcutta intermediate services.

BLOCKADE-RUNNING.

RUSSIAN TRIBUTE TO BRITISH PLUCK.

HOW THE JAPS WERE OUTWITTED.

The days of the blockade-runner may be numbered, but there are still adventurous spirits who find a prosaic life—on a small salary—everlasting for their volatile nature, and the chance of a healthy half-hour of excitement with the additional prospect of an honourarium at the end of it, is the very thing to appeal to them. A good many stories about running the Japanese blockade to Port Arthur, have gained currency, but with the exception of those which failed and passed through the Japanese Courts, little credence can be given to them. Of the authenticity of the *King Arthur*'s trip to Port Arthur there cannot be the slightest doubt. One of the officers who modestly, perhaps discreetly, desires his name to be withheld, although he is engaged as chief officer on a Hongkong boat at present, told the narrative of the *King Arthur*'s lively, not to say perilous, run from India to Port Arthur.

How the *King Arthur* came to be chartered by the Russians is outside the question. The boat was loaded with 50,000 sacks of flour at one of the principal ports in India and a crew of seven Europeans and some Lascars was engaged. Agreements were signed by each of the Europeans that he would do his best to carry the vessel to Port Arthur. There was no secrecy about the destination. The crew knew perfectly well what was before them, but a substantial bonus and that venturesome nature which still lives in British blood overcame all scruples.

COALING AT SAIGON.

When the *King Arthur* was loaded as high as they could manage, the vessel left India. The first stop was at Saigon where she coalized. Of course, the French authorities knew what was happening, and the officers of the interned *Diana* looked on blandly, wishing, doubtless, that they had the chance of returning to Port Arthur to take part in the final struggle.

Two days were spent at Saigon and with full bunkers the *King Arthur* started on the final stage of her run to the north. Unfortunately, the captain became ill and remained ill for the rest of the voyage, but there were willing officers to step into the breach. In the teeth of the gale the *King Arthur* was navigated as far as the Shantung promontory. Then a fleet of Japanese cruisers were in sight.

SWEEP BY SEARCH-LIGHT.

"We went on," said our informant, "quietly and as unconsciously as possible. You may be quite sure of that. At night, the search-lights began to play upon us and we thought that the Japanese had tumbled to our little game. Well, we decided to be cautious—if you like we were a bit frightened. At any rate it was too hot for us, so we got."

At the time a furious gale was blowing and the *King Arthur* was pitchng and tossing like a cockle-shell. Every man was on watch; there was no place for the weary or the sluggish on board that vessel. Haunted by Japanese men-of-war, swept by search-lights, and washed every five minutes from stern to stem by the mountainous waves, the *King Arthur* was not a pretty picture. There were stout hearts aboard, however, and there was never the slightest suggestion that the enterprise should be relinquished. "That," said the interviewed officer, "showed that we are all right in the merchant service. Don't you think so?"

EVADING THE JAPANESE.

In the night, when the Japanese cruisers were momentarily quiescent the *King Arthur*'s head was turned to the south and the vessel ran to Staunton Island. A day was spent there, and although the weather had not moderated in the slightest degree it was again resolved to try the caprices of Fortune and if possible make *King Arthur*.

Prior to the start from India a day and a date had been fixed for the appearance of the *King Arthur* outside the fortresses of similar name. The Russians knew what was coming and the idea was that the fleet at Port Arthur should make a demonstration with the view of diverting attention from the merchant ship and allowing her to creep under the guns of the fortresses without molestation.

It was still blowing hard, and ice could be seen in all directions, but "we could not turn back"—pretty sentiment worthy of an old crusader. "We were two hours behind time," continued the officer, "and that is what saved us." When a voyage has been mapped out so that two hours make a difference it is evident that little has been left out of calculations.

"A private code was given us by the Russians, but it proved useless, because when we did come in sight of a Russian vessel they made no reply to our signals."

AT PORT ARTHUR.

"We got within four miles of Port Arthur when a Japanese cruiser spied us and hoisted the code signal—'Stop immediately.' We knew what that meant so we clapped on all the steam we had and ran for all we were worth. We were doing between 9 and 10 knots an hour at the time. The Japanese man-of-war started to chase us, and it was a pretty lively time for us. You can bet your sweet life that we worked then. When a man wasn't on deck he was shovelling coals for dear life. Here was Port Arthur just before us; and it would have been tantalising to fail at the last moment.

There was no sign of the Russian fleet which had promised to come out and help us, but it didn't matter in the end."

LUCKY SHOT.

"When the cruiser got within distance, she began shooting with her big guns. And here came in another bit of luck. One of the Japanese shells whizzed over the *King Arthur* and landed right upon a sunken mine, which lay directly in our path. The mine exploded and what was meant for our destruction really proved our salvation, for it cleared the track."

"We ran into Port Arthur full pelt, and lay alongside the *Svetoslav*."

When the Russians came aboard, according to this officer, the first question asked by the crew of the *King Arthur* was—"Why didn't you help us?" The Russian reply is noteworthy—"Nobody but a Britisher and a British ship could do what you have done, and we didn't come because we didn't think we should be required."

"We expected to see you blown up by our own mines." And this was accompanied by a raising of hands, and a volley of kissing which unnerved the blockade-runners a great deal more than the tempest and the Japanese shells had done.

WHERE WERE THE MEDALS?

In Port Arthur, the officers and men of the *King Arthur* were treated as heroes. They were promised all sorts of things. Every man saw himself a living medal-stall, something between a champion wrestler in gala attire, and a prize docking. The captain of the *King Arthur* was presented with a silver cup to be kept on the boat. That was the full and total extent of the gifts given to the crew. Promises are like pie crust, it is true, but the funny part of the whole matter is this—Although the officers and men got extra pay for their work they didn't seem to consider that what they wanted was a medal. However, they didn't get it, so there the matter stands.

CAPTURED BY THE JAPANESE.

After unloading the *King Arthur* the vessel started on a run to Shanghai or Hongkong—it did not matter much what port she reached so long as the Japanese cruisers were passed. The vessel got 72 miles off Chefoo when a Japanese squadron surrounded her and she was captured. The crew was taken to Sasebo and tried before a special court. Everything that the members of the crew had been taken away from them, but they were not roughly treated. Indeed the narrator of this experience seemed to think that the capture was all in the way of a joke.

TRIED AT SASENO.

The trial was a mere formality and the prisoners got off. There was nothing of an incriminating nature on board the *King Arthur*. All papers had been burned; even the manifest had disappeared, so that unless the vessel had been dealt with as a sort of ocean vagrant there was no charge that could have been preferred against her. The Japanese gave in, and the British Consul turned out to be a trump. He sent the officers first-class to Shanghai where they got their salary and an honorarium of £50, and everybody was happy. The officer who has related the foregoing came to Hongkong and is now engaged on a coasting vessel.

THERE is now in view at the City Hall another magnificent collection of Japanese silk goods and art curios, which are being sold to-day and to-morrow by Mr. G. P. Lammett. This collection even surpasses in magnificence that disposed of by the same auctioneer a few days ago, and includes some exquisite examples of Japanese embroidery and painting on silk and satin, beside some rare old vases in cloisonne and Satsuma ware and massive chased silver bowls and cups.

CAPTAIN R. S. ALMOND, the popular captain of the s.s. *Rubi* running on the Manila-Hongkong line, leaves by the *Minnesota* on leave for an extended tour through America and Europe, which is expected to occupy at least eight months. Captain Almond will spend a short time in Japan, and thence proceed to the Rockies for some big-game shooting, after which he will tour the States and then proceed on a short visit to England. From England he intends to go to Norway, Sweden and Denmark, and so by slow stages work his way back to Hongkong, where it is generally hoped he will resume command of the *Rubi* once again. We wish him a pleasant holiday and a safe return.

THE third performance of "The Cingalee" at the Theatre Royal, by the Dallas-Bandmann Company on Saturday, was as great a success as the previous productions of this company, and there was not a vacant seat in the house when the play began. This operetta is full of comical situations, interspersed with much innocent mirth-provoking fun, and is exceptionally well staged and costumed by this popular company. The play itself, however, is sparkling, and very well acted, and should always be likely to draw good houses. The "Three Little Maids" stages to-night, to-morrow and Wednesday, was one of Pollard's Lilliputians' star pieces, and looks very well here, and is sure to attract large audiences.

TELEGRAMS.

[Regulars.]

The North Sea Indemnity.

LONDON, 10th March.

Count Benckendorff has handed to Lord Lansdowne £65,000 sterling, the indemnity claimed from Russia on behalf of the Hull fishermen in connection with the North Sea affair.

The War.

Despatches from Mukden, dated 8th March, report that on the southern front the Japanese are fast advancing on Liunou where the Russians expect to make a stand, but the issue depends on the operations northward along the railway.

Later.

The Japanese have occupied Mukden.

LONDON, 11th March.

RUSSIAN LOSSES.

The Times St. Petersburg correspondent wires that a telegram from General Kuroptkin, believed to have been despatched early yesterday morning by messenger to Tieling, has reached Tsarskoe Selo. In it the General states, laconically, "am surrounded."

Official reports put the Russian losses up to Thursday morning at 65,000.

Peace Prospects.

The Graphic, which has more than once obtained important information from diplomatic sources, is informed that Russia has intimated to France her readiness to entertain negotiations for peace, provided a reasonable basis for discussion can be arranged, and that communications on the subject of mediation are passing between London and Paris. Great Britain will communicate the Russian overtures to Japan at an early date; even if she has not done so already.

It is understood that Russia's action is largely due to the difficulties of the loan negotiations in Paris.

England and Japan.

Lord Rosebery, speaking at a Liberal banquet in the City, said that the Liberals were certainly prepared to renew the alliance with Japan.

LAND AND HOUSE PROPERTY.

An exceedingly handy and useful brochure, which it is promised will be published periodically, under the title "Land and House Property Circular," compiled by Mr. W. F. C. Aspinwall, has just been issued by Messrs. Fraser & Neave, Singapore. As an estate agent in Singapore, Mr. Aspinwall had occasion to deal with a large number of the larger and more important properties in that Colony and with the object of bringing the character of those properties which are for sale or lease, before the public generally this volume has been published. The scheme adopted of setting forth plainly, and without that glamour of language which belongs peculiarly to the auctioneer, the merits of the estates within his agency, the character of the land and its surroundings, the rental and so forth, is an exceedingly happy one. The author brings to the attention of the prospective investor in land the direct advantages of acquiring a settled interest in the Colony. Among the estates—familiar to all who have lived for any length of time in Singapore—of which descriptions are given are the Grove, Clemais, Moses, Dunearn, Dalvey and Cairn Hill. A complete account of these estates is furnished, and in a pocket of the cover, plans showing the position of the houses and offices are provided. The description of the various properties is accompanied by a series of remarkably fine photographs. Altogether the Circular is a decidedly new departure, and one which is worthy of every commendation. It is proposed to issue the Circular annually and if the first number be taken as a criterion it should prove a success. It is printed on good paper with clear type and is a credit alike to the author and the publishers, Messrs. Fraser & Neave.

THE VOLUNTEER RESERVE ASSOCIATION.

There were seventy-three members at the King's Park range on Saturday, when firing took place at 100 yards with the following scores above 20:—1. H. Pidgeon 33.30. J. Whittall 31.30. A. C. Macmillan 28.31. Germont Stewart 29.21. N. J. Stabb 29.28. J. Dougherty 29.29. W. G. Winterburn 28.20. H. W. Robertson 28.23. J. Rankin 28.25. J. F. C. Macdonald 28.26. E. B. Hepherd 27.25. A. G. Newington 21.27. R. H. King 27.19. G. E. H. Beavis 27.26. C. B. Buyers 24.19. W. B. Boyce 27.26. H. Sykes 27. C. R. Scott 24.26. J. S. Lewington 26.21. L. A. M. Johnston 22.26. A. Brown 26.26. G. H. May 25.24. E. W. Dawson 25.21. J. Douglas 25.22. W. H. T. Davis 25.25. W. L. Cater 25.25. H. T. Butterworth 25.23. A. T. Walker 24.23. A. H. Rouse 21.22. W. R. McKey 24.23. C. H. W. Kew 24. H. H. Gonperz 23.20. W. Dobbs 23.23. H. E. Goldsmith 22. C. W. May 21. E. A. Irving 21.22. and Rev. C. H. Hickling 21.20.

New short Rifles will be available at the King's Park Range next Saturday at the 500 yards range.

A GRAND dramatic, vocal and instrumental entertainment is being given in the Royal Engineer's Theatre, at Wellington Barracks, on Monday, Tuesday and Wednesday, the 20th, 21st and 22nd inst.

The committee of the Shanghai Choral Society have offered to Mr. A. G. Ward, who has accepted, the position of Honorary Conductor to the Society. Mr. Ward is coming to Shanghai as organist to Holy Trinity Cathedral and is due here this week. It is proposed to commence rehearsals immediately on Mr. Ward's arrival. Mr. Ward has conducted the Hongkong Philharmonic Society (which the N.C.D. News says corresponds to the two Societies we have here—the Philharmonic and Choral Societies) with conspicuous success for some years, and up to the time of his departure from Hongkong was busily engaged in reorganising that Society.

FOG-BOUND EXCURSIONISTS.

"YING KING'S" PASSENGERS FRANTIC FOR FOOD AND DRINK.

The Ying King had a fateful voyage from Macao to Hongkong yesterday. Poor passengers with parched tongues and empty stomachs crawled over the gangway when the vessel entered this morning, and made a dash for the nearest restaurant (licensed) they could see. Blithe and gay they meandered on board the Ying King at 7.30 P.M. last night, expecting to reach Hongkong about 11 p.m. and enjoy a dock in docks, or words to that effect, about midnight. There were 1,000 passengers on the vessel and amongst them were representatives of the Post Office, Insurance Companies, shipping firms, and some of the larger commercial houses in Hongkong. One or two were in hardly what one would describe as a good temper having, somehow or another, dropped their money by the roadside. But a visit to the steward and the consolations of their friends—especially the consolation of knowing that they were not the only pebbles on the beach, so far as lost money was concerned—had a powerful effect on them and they sat down contentedly. The Ying King started off from Macao with a swagger that would have done credit to the newest P. & O. boat. An ardent got up among the passengers as to the speed of the boat. It became quite heated and the services of the steward had again to be requisitioned in order to calm the storm. Just as it seemed likely to come to a crisis, down went the anchor and the Ying King came to a standstill, somewhere off Lantau. The night was pitchy dark, and heavy fog lay like a pall on the waters. It was impossible to see ten yards ahead. The fog-bell began its clamorous noise, and continued at intervals all night. Passengers were shouting in every known and several unknown languages, and everybody seemed to think it was a personal grievance to be detained by fog. A few globe-trotters, sated by a wealth of experiences, held up the Ying King as an example of how things should not be done, and told one another that if this happened again he would show them up when he got home. A fiery-looking individual said he would write to the Times about it, while an American remarked that it reminded him of a story which the Governor of North Carolina told to the Governor of South Carolina. After the entire list of passengers had filed before the officers and had each been told separately and privately three times that the vessel was "held up" by the fog, an adjournment was made to the steward's department and a vigorous raid on the estables, liquid and solid, was made by the justly-indignant passengers. By the time that the last bottle had been finished and the last crumb of bread had disappeared, the Ying King started again amid hurrahs. The only thing wanting was a brass band and three trumpet-blowers to make the restart a success. However she started, and the passengers fancied they could see Hongkong on the weather-bow, whatever that means. They were sure that they could reach the Colony by 11 a.m., and they took bets on it. But it was a foolish hope and one that should not have been encouraged. The drink was all consumed and there was no "chow." As one passenger pathetically remarked—"Seems to me there's nothing to do but sleep"—but with a fog-bell, (which, judging from the sound it made must have weighed about 1,000 tons) jangling and clanging at one's elbow it was impossible to woo Morpheus. One canny individual—he must have been a Scotman, or a Cornishman—had carefully secreted a bottle of spirits and when all were lamenting and bewailing their fate he produced it in a sudden burst of generosity. The effect was magical. Sour milk would have been welcomed, but spirits! No happier crowd sat down to a table than the few who had the honour of the secretive gentleman's acquaintance. Meanwhile the boat was moving along by jerks. A short move ahead would be followed by a lengthened pause. The fog hung steadily on the water and it was not until daylight that the Ying King was able to take up the running. She reached Hongkong at 9.30 this morning, only ten hours late. It was a weary bedraggled lot of passengers that straggled ashore. There were several ladies on board, and their experience was not an enviable one, but all's well that ends well, so doubtless most of the passengers are now laughing over their involuntary stay on the briny.

THE "HEUNGSHAN'S" EXPERIENCE.

The Heungshan, which arrived at Hongkong from Macao to-day, a two-hundred-tonne, had an experience very similar to that which befel the Ying King. A large number of excursionists had gone to Macao on Saturday, and they remained until this morning. According to her schedule hour the Heungshan is due to leave Macao at 8.30 a.m. arriving at Hongkong before noon. A very thick fog prevailed this morning, however, and the popular and prudent skipper, Captain W. E. Clarke, deferred departure until about to o'clock. Some idea of the density of the fog may be formed when it is stated that passengers on the Heungshan could not see the French gunboat Argus, which was lying only 25 yards away. Now and then the fogbank lifted, and the Argus could be discerned, but whenever it descended the gunboat was at once obscured from view. Junks and other river craft were hardly discernible at a few yards' distance from the nose of the Heungshan. The Green Island steamer Ilo Verde essayed a trip out of the harbour shortly after 9 o'clock but she evidently made little progress for when the Heungshan did eventually leave Macao and had to stop not far from the San Francisco barrier on account of the fog settling down again, the signals exchanged between the vessels could be distinctly heard by those on board the excursion boat. The Domenico, on the West River run, was in the same plight. Some headway was made by the Heungshan as far as Lantau when fog again enshrouded the river boat. The engines slowed down to not more than three or four knots an hour, and Captain Clarke took his vessel cautiously past Lantau. Shortly after mid-day, the sun appeared piercing the fog, much to the delight of the excursionists. The mist cleared away to the delight of the excursionists. The mist cleared away to the delight of the excursionists.

The Ying King swept on full speed to Hongkong. The wharf was reached shortly before 1.30 p.m. instead of 11.30 a.m. as is usually the case.

TANJONG PAGAR DOCK.

EXPROPRIATION BILL.

[Continued from Saturday.]

MR. WADDELL
Mr. Waddell said—I rise to oppose the second reading of the Bill. In introducing this Ordinance, the Colonial Secretary described it as "a measure of vast magnitude and one of the most important that had ever been introduced into that Council," and in this every one will agree with him, but up to the present, as far as I am aware, no satisfactory reasons have been adduced by Government for the drastic and high handed measure suddenly brought forward by the Secretary of State for the Colonies, whose action is well described by a home shareholder, who on referring to a dictionary for the meaning of the word "expropriation" found that it meant "taking our own." In para No. 5 of his despatch of the 4th November last to your Excellency, the Secretary of State mentions that if the Co.'s management were beyond criticism the question before him would admit of an easier solution, but this is far from being the case. Have Government ever taken any steps to ascertain if his statement is born out by facts? No; if they had, they would have found but very little ground for the accusations. In such an immense undertaking as the T. P. Dock Co. there are bound to be complaints, but I venture to say that no similar establishment in the Far East has carried on its work with greater satisfaction to its customers as regards equipment time and workmanship and it is those who subscribe largely to its revenue who are best able to judge whether the Company has done its duty in the past or not. It seems to me, Sir, that if Government had desired any alteration in the policy of the Company, it could have appointed a Commission to inquire into the supposed abuses, or lack of enterprises about which we have heard so much, and I can assure the Council that every effort and assistance would have been given by the Board to carry out any scheme of improvement or any recommendation (at the Commission brought forward).

A great deal has been heard about the difficulty the Company would experience in finding money to carry out the suggested extensions and improvements, but to any one who has an intimate knowledge of the Co.'s resources, that idea may be at once set aside. In fact, had it not been that the suggestion of borrowing money emanated to some extent from the Government of the F. M. S., with whom the Chairman of the Co. communicated, I doubt very much, Sir, whether we should ever have approached Government for financial assistance. The very able despatch of the Secretary of State for the Colonies was evidently written with a very inadequate knowledge of facts. For instance he did not appear to know that when the proposal was made to him by the London Consulting Committee that Government should take up 8,000 shares, as per para 8, that these shares would each carry a vote, and those with the F. M. S. holdings would put the Government in an unassimilable position as regards the operations of the Company. Then again he refers to the long period required by the Co. to carry out the proposed extensions and improvements. What I am informed took place at the interview referred to by one who was present was, that it would take about 30 years to complete the work out of the surplus revenue of the concern. No one however suggested that that course should be adopted, I understand that a definite statement was made, that the Co. had the promise of sufficient money to carry out the proposed work in the shortest time that the Engineers indicated as possible. As a matter of fact the Directors had drawn up a scheme of finance which might have been adopted if the Co. had decided to carry out the proposals and to ask in what stage the proposals for a boat harbour were. After the Governor had questioned the order of this, Mr. Sheldford concluded by saying that the two schemes were intimately connected. The expenditure of the money on T. P. might render it impossible for them to go on with that scheme which they needed so badly. The proposals of Government were extravagant and bid fair to render the port expensive. They were based on misapprehensions of the real state of affairs. They were not likely to improve the administration of the docks and wharves, and they were going to burden the shipping with the cost of an Admiralty Dock. On these grounds he agreed with his Excellency's own first views that expropriation was totally impracticable, and if practicable, it was undesirable, in the interests of the port, and he opposed the present bill. (Applause.)

MR. G. S. MURRAY.

Mr. Murray said he did not in any way read the Bill as an indictment of the directors and there was nothing put forward in the statement of the Secretary of State which could be taken in that light. He was glad to hear from the speeches of Mr. Sheldford, Mr. Waddell, and the Chairman of the Co. that they had spent much time in improving the wharves and premises with the view of bringing about efficiency. That was no doubt very satisfactory, but they had themselves admitted on it, that they had not been able to keep pace with the times. It was not local mismanagement, but the increase in the business of the port was such that they had been unable to overtake it, and it was time, from what he read in the Secretary of State's despatch and what he heard himself, that the conduct of the business of the port should pass into the hands of government. The Chairman of the Co. the other day gave some figures and the amount that had been spent in maintenance and repairs since 1901. There had been a steady increase from year to year, and it gave food for thought to read those figures and imagine that the cost of repairs had risen in four years 160 per cent and that there had been a steady increase since 1901, as that increase a comment on the early management of the Co? They had not been given the figures for the previous years, during which very large sums of money may have been expended, and increased amounts might have to be spent in upkeep and maintenance. Mr. Sheldford referred to the Government management of the property. He was glad to have confidence in the Government, and believed his Excellency's statement that there was to be as little interference as possible with it. And he had confidence in the common sense of the merchants of the place in whose hands the trust would be placed, that they would put their best foot forward and do all in their power to nurture the trade of the port and bring before the Government in a reasonable and business-like way reasons why they should increase or reduce the charges at the docks. (Hear, hear.) On the point of the 5 per cent charge on the trust for the Government, he admitted it seemed an enormous sum, even taking into account the one per cent sinking fund. He thought the time would come when the Government would consider the advisability whether a reduction could not be made. That figure was a tentatively. It was right to give the power in the Bill. He had sufficient confidence in the Government to believe that they were acquiring the business from the Co. to further the best interests of the port. Whilst the Government had shown they were going to expend a sum on this harbour of say 25 million dollars without asking a cent in exchange, they were not going to put on harbour dues or dues on shipping coming to the port. The Government might find it necessary to make a very small charge on any money spent in the acquisition of this new Company. It was impossible for the Government to give any such assurance, but he thought they must have sufficient confidence in the Government to know that they were not going to ruin the trade of the port. He was very glad that none of them had brought forward any argument on behalf of the body of the shareholders; they were working for the general good of the place. No doubt—it was human nature—there was a good deal of feeling prompted by the fact that they must suffer by the Government taking away their property. He was quite sure Government intended to deal fairly with them, and the arbitrators would be absolutely fair in considering any money spent in the last twenty to thirty years was on improving the company's premises. The shareholders of the company would get the full benefit of any money so spent and he himself believed that the shareholders would not be suffered by the transfer to the Government of their property (Hear, hear.)

[To be continued.]

To-day's Advertisements.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE is hereby given that MR. PIETER LOOPUYT, trading as P. LOOPUYT & Co., of No. 49, Lange Nieuwstraat, Scheveningen, Holland, has on the 14th day of September, 1904, applied for the Registration in Hongkong, in the Register of Trade Marks of the following Trade Mark:

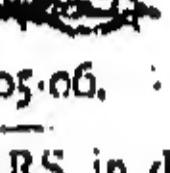


in the name of PIETER LOOPUYT, who claims to be the sole Proprietor thereof.

The Trade Mark has been used by the Applicant in respect of Gin, in Class 43.

Dated the 10th day of March, 1905.

WILKINSON & GRIST,
Solicitors for the Applicant.



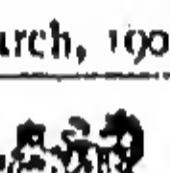
1905-06.

SEALED TENDERS in duplicate will be received, at the R. N. Hospital until 10 A.M. on the 20th March, 1905, from persons desirous of supplying Beef, Mutton, Fowls, Bread, Pure Cow's Milk, Aerated Waters, Ice and other provisions, and necessaries for the year ending 31st March, 1905.

Sealed Tenders in duplicate will also be received for Coal (Akaike and Yubari.)

Printed Forms of Tender and further particulars can be obtained at the R. N. Hospital. The right to reject the lowest or any Tender is reserved.

THOMAS D. GIMMETTE,
Dep. Insp. Genel.
R. N. Hospital,
Hongkong, 13th March, 1905.



PUBLIC AUCTION.

THE Undersigned have received instructions from the REGISTRAR, SUPREME COURT, to sell by

PUBLIC AUCTION,

on THURSDAY, the 16th March, 1905, at 11 A.M., on the premises, at No. 108, Queen's Road Central,

THE GOOD-WILL,

STOCK-IN-TRADE, FURNITURE,
&c.,
&c.,

OF THE

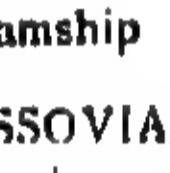
T Y S I N G FIR M,

as a going concern.

TERMS:—As usual.

HUGHES & HOUGH,
Government Auctioneers.

Hongkong, 13th March, 1905.



357

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

ON

FRIDAY,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"ALCINOUS"	15th March.
GLASGOW and LIVERPOOL	"OANFA"	17th March.
GLASGOW and LIVERPOOL	"KAISOW"	25th March.
GLASGOW and LIVERPOOL	"AGAMEMNON"	28th March.
GLASGOW and LIVERPOOL	"JASON"	1st April.
GLASGOW and LIVERPOOL	"LAERTES"	8th April.
GLASGOW and LIVERPOOL	"DARDANUS"	8th April.
GLASGOW and LIVERPOOL	"CHINGWO"	15th April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	17th April.
GLASGOW and LIVERPOOL	"DIOMED"	21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	29th April.

S.S. "ALCINOUS" left Singapore at daylight on the 9th inst., and is expected to arrive here on the 15th.
S.S. "Oanfa" left Singapore p.m. on Saturday and may be expected to arrive here 17th inst.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"STENTOR"	14th March.
*GENOA, MARSEILLES & L'POOL	"PATROCLUS"	15th March.
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
*GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"AGAMEMNON"	25th April.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, vid	"OANFA"	18th March, p.m.
NAGASAKI, KOBE AND YOKOHAMA	"TELEMACHUS"	20th April.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th March, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS. TO SAIL.

MANILA	"TAMING"	14th March.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	14th
AMOY, MANILA, CEBU and ILOILO	"KAIFONG"	15th
SHANGHAI	"HANGCHOW"	16th
KOBE	"CHINOTU"	21st
CHEFOO and TIEN-SIN	"KANSU"	25th
CEBU and ILOILO	"SUNGKIAO"	25th

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 10th March, 1905.

Hongkong-Manila.

Highest Class; newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 18th March, at 10 A.M.
RUBI	2540	A. H. Notley	"	SATURDAY, 25th March, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 11th March, 1905.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 10th February, 1905.

PORLTAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons.	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	Wagner	March 31st, 1905.
"NUMANTIA"	4,370	Brehmer	April 20th, "
"ARABIA"	4,483	Bahle	May 11th, "
"ARAGONIA"	5,198	Schuldt	"

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian, and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D. D. S.

37, DES VENDOME ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES, From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duty qualified Surgeon carried.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 1st February, 1904.

[18]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain

"KWONG CHOW" 1,309, J. P. MARTIN.

"KWONG TUNG" 1,238, H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5.30 every evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey \$34.

Meals \$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LTD., and YUEN ON S.S. CO., LTD., No. 8, Queen's Road West, Hongkong, 10th January, 1905.

[17]

HONGKONG-MACAO LINE.

S.S. "WING CHAI"

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; and Class, \$1; 2nd Class, 50 cents, 2d class, 30 cents.

TIFFIN and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity.

The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & CO., 2nd Floor, No. 16, Victoria Street, Hongkong, 5th November, 1904.

[14]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubatino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA,

ALSO

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA,"

Capt. Magazzini, will be despatched as above, TO-MORROW, the 14th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

</

Auctions.**PUBLIC AUCTION.**

The Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on THURSDAY, the 16th March, 1905, at 11 A.M., at their Sales Rooms, No. 8, Des Vaux Road, corner of Ice House Street,

A NUMBER OF ROLLS OF SUPERIOR SILK FROM THE IMPERIAL LOOMS, Handsomely Embroidered and Suitable for Decorations.

TERMS.—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 10th March, 1905.

Per *Triumph*, from Coast Paris—Mr. Vigerie, and 53 Chinese.
Per *Kwangtak*, from Shanghai—Mrs. Lincoln and child, Mrs. Fides and child, Messrs. Stanton, Cox and Roberts, and 138 Chinese.

Vessels in Port.

STEAMERS.
Apanrade, Ger. s.s., 611, A. P. Ulderup, 11th Mar.—Haiphong 7th Mar., and Hoitow 8th Gen.—Jesień & Co.

Armenian, Apcar, Br. s.s., 2,931, E. Fey, 9th Feb.—Calcutta via Penang and Singapore 3rd Feb., Gen.—D. S. & Co., Ltd.

Athenian, Br. s.s., 4,000, S. Robinson, 10th Mar.—Vancouver, B.C., and Woosung 7th Mar., Gen.—C. P. R. Co.

Auchenarden, Br. s.s., 2,256, Crowder, 7th Mar.—Kuchinotzu and Mar., Coal.—M. B. K.

Chingtu, Br. s.s., 1,459, J. McD. Howie, 4th Mar.—Melbourne 25th Jan., and Manila 1st Mar., Gen.—B. & S.

Daiya Maru, Jap. s.s., 1,732, A. Yoko ame, 10th Mar.—Moj 6th Mar., Coal.—H. U. Jeffries.

Gaea, Ger. s.s., 625, H. Dahl, 10th Mar.—Bangkok 1st Mar., Rice and Rice-flour—Chinese.

Germania, Ger. s.s., 1,714, J. Bruhn, 8th Mar.—Saigon 3rd Mar., Rice—J. & Co.

Hanian, Br. s.s., 1,183, J. S. Roach, 11th Mar.—Foochow 7th Mar., Amoy 8th, and Swatow 10th, Gen.—D. L. & Co.

Iksal, Br. s.s., 3,490, Robertson, 10th Feb.—Durban 17th Feb., Ballast.—G. L. & Co.

Ischia, Ital. s.s., 2,784, M. Dannie, 7th Mar.—Bombay 17th March, and Singapore 28th, Gen.—C. & Co.

Kaifong, Br. s.s., 1,200, E. Finlayson, 11th Mar.—Cebu and Iloilo 7th Mar., Gen.—B. & S.

Katharine Park, Br. s.s., 3,075, W. H. Capp, 12th Jan.—Sasebo (Japan) 8th Jan., Light—G. L. & Co.

Laeertis, Br. s.s., 1,351, J. B. Jackson, 6th Mar.—Saigon 28th Feb., Rice and Meal—Chinese.

Lightning, Br. s.s., 2,822, J. G. Spence, 6th Mar.—Calcutta 18th Jan., Penang and Singapore 1st Mar., Gen.—D. S. & Co., Ltd.

Mercedes, Br. s.s., 2,915, G. S. McGregor, 1st Mar.—Weihaiwei 25th Feb., Ballast—Naval Stores.

Onsang, Br. s.s., 1,797, J. T. Davies, 10th Mar.—Samaran 27th Feb., Sugar—J. M. & Co.

Sungkiang, Br. s.s., 1,027, Pennefether, 11th Mar.—Ilo 6th Mar., Wood—B. & S.

Taming, Br. s.s., 1,352, A. W. Outerbridge, 10th Mar.—Manila 7th Mar., Gen.—B. & S.

Tetarto, Ger. s.s., 1,578, J. Desler, 19th Feb.—Moj 14th Feb., Coal—S. & Co.

Steamers Expected.

Vessel	From	Agents	Date
Suiang	Singapore	J. M. & Co.	Mar. 14
Tjimali	Japan	C. J. L. Hart	Mar. 14
Minnesota	Manila	N. Y. K.	Mar. 14
Prinz Heinrich	Singapore	M. & Co.	Mar. 14
Emp. of China	Japan	C. P. R. Co.	Mar. 15
A'chein	Singapore	B. & S.	Mar. 15
Korea	Japan	P. M. Co.	Mar. 15
Beira	Singapore	N. Y. K.	Mar. 15
Kumsang	Calcutta	J. M. & Co.	Mar. 22
Tatar	Vancouver	C. P. R. Co.	Mar. 20
Nicomedia	Portland	P. & A. Co.	Mar. 20
Claverburn	New York	S. T. & Co.	Mar. 25

Ships Passed The Canal.

Outward—17th February—*Alceones*, *Danya*, *Ceylon*, *Heatherly*, *Indra*, 21st February—*Benvenus*, *Prins Heinrich*, 23rd February—*Serbia*, *Tsankai*, *Tonkin*, *Inland*, *Kearun*, *Ras Rows*, *Siklakstad*, 26th February—*Sigovia*, *Neumuhlen*, *Palma*, *Dagney*, *Hilary*, 4th March—*Jason*, *Castro*, *Altemannia*, *Karoone*, 7th March—*Annam*, *Benedal*, *Indramaya*, *Orange*, *Pera*, *Fallo* in *Hall*, *Penna*, *Prins Etel*, *Friedrich*, 11th March—*Dardous*, *Zetland*, *Anglia*, *Queen Alexandra*, *Juban*, *Stepney*.

Homeward—25th February—*Bayern*, *Hyson*, 27th February—*Croydon*, 7th March—*Priam*.

Arrivals at Home—18th February—*Socota*, 21st February—*Kintuck*, *Australien*, 28th February—*Armenia*, *Gulea*, *Mouyna*, *Roon*, *Seddon*, 4th March—*C. Ferdinand*, *Hector*, 6th March—*Shimosa*, 7th March—*Bentzon*, *Ernest Simons*, *Laos*, *Palawan*, 11th March—*Bayern*.

Visitors at the Hotels.**HONGKONG.**

Almond, Capt. R. W., Kitzman, J. C. Bertrand, Mr. and Mrs. Lewis, A. R. and infant Laing, Mr. and Mrs. F. Bevis, Mrs. and Miss C. and maid Marriott, Dr. O. Bingham, Mr. & Mrs. Matthews, T. W. T. E. and child McRan, T. P. Birbeck, R. J. Miller, P. L. Bissell, W. S. Moir, R. N., Lt. and Mrs. Black, W. M. Moon, Mr. & Mrs. E. M. Boggan, Mr. and Mrs. Murray, S. and infant Newton, A. G. Bonner, E. A. Pan, F. N. Le Bonnard, Mr. Parfit, W. Borthwick, Mrs. R. W. Pattie, Mrs. J. A. and child Perkins, Mr. and Mrs. Broughall, L. T. L. Potts, W. H. Cade, Miss L. Puddupe, W. T. Gandy, L. T. Ranney, F. O. Caum, Miss H. Ranney, Mrs. F. O. Clark, Dr. Francis Reyes, Mrs. F. and Clark, G. child Rice, P. F. Cooke, H. A. B. Roach, Mrs. J. S. and child Cunningham, G. child Robertson, W. R. Davies, Mrs. J. T. Rogers, Dr. W. H. Deacon, F. B. Rutherford, N. H. Decrumer, A. Schmidt, Mr. & Mrs. Manuel Lingua, Br. ship, 1,646, D. C. Nickels, 11th Feb.—Chefoo 4th Feb., Ballast—Order.

Saint Louis, Fr. ship, 1,625, Mathis, 23d Feb., —New York 4th Nov., Oil—S. O. Co.

SAILING VESSELS.

Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th Jan.—New York 7th Aug., 1914, Petroleum—S. O. Co.

King George, Br. ship, 2,057, J. White, 11th Feb.—Philadelphia, U.S.A. 6th Sept., 1904, Case Oil—S. O. Co.

Manuel Lingua, Br. ship, 1,646, D. C. Nickels, 11th Feb.—Chefoo 4th Feb., Ballast—Order.

Saint Louis, Fr. ship, 1,625, Mathis, 23d Feb., —New York 4th Nov., Oil—S. O. Co.

4031 (404)

A Mail will close for—
Canton—Per *Hawkin*, 14th Mar., 7.30 A.M.

Macao—Per *Wingchau*, 14th Mar., 7.30 A.M.

Swatow, Amoy and Foochow—Per *Haitan*, 14th Mar., 8 A.M.

Haiphong—Per *Aperad*, 14th Mar., 9 A.M.

Singapore, Penang and Bomby—Per *Ischia*, 14th Mar., 11 A.M.

Macao—Per *Heungshan*, 14th Mar., 1.15 P.M.

Singapore, Penang and Calcutta—Per *Lightning*, 14th Mar., 2 P.M.

Shanghai—Per *Tung-ching*, 14th Mar., 2 P.M.

Port Darwin, Broome Island, Cocktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, and Perth—Per *Changsha*, 14th Mar., 3 P.M.

Manila—Per *Taming*, 14th Mar., 3 P.M.

Chinkiang—Per *Eger*, 14th Mar., 3 P.M.

Shanghai—Per *Longman*, 14th Mar., 3 P.M.

Kongmou, Kumchuk and Kaukong—Per *Hongkong*, 14th Mar., 5 P.M.

Nantao—Per *Tolchin*, 14th Mar., 5 P.M.

Sanbue—Per *Hoi Fu*, 14th Mar., 5 P.M.

Macao—Per *Wingchau*, 15th Mar., 7.30 A.M.

Canton—Per *Traou*, 15th Mar., 7.30 A.M.

Tsingtau, Chefoo and Newchang—Per *Skuld*, 15th Mar., 10 A.M.

Europa, A. 10th Mar., 7th Mar., 1.15 P.M.

Perth, A. 10th Mar.,

Intimations.



THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

SOLE Agents for Far East, HOWARD & CO., 29, Des Voeux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & CO.
Hongkong, 24th November, 1904. [63]

ESPECIAL OLD TOM GIN.
Marshall and Elvy's

Satinette

DOUBLY DISTILLED
AND OF
MATURATED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

Des Voeux Road.

Hongkong, 11th May, 1904. [53]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are

prepared, during suspension of their

Trans-Pacific Service and until further notice,

to BOOK CARGO and ISSUE BILLS OF LADING

to SEATTLE, WASH., VICTORIA, B.C., and

PACIFIC COAST PORTS, also to OVER-

LAND POINTS in the UNITED STATES

and CANADA in connection with the GREAT

NORTHERN RAILWAY FROM SEAT-

TLE, as hitherto, by the Steamers of the

NORTHERN PACIFIC S. S. CO., BOSTON

STEAMSHIP and TOWBOAT COS., OCEAN

S. S. CO. and CHINA MUTUAL S. N. CO.

For further Particulars, apply at the Com-

pany's Local Branch Office in PRINCE'S

BUILDINGS, First Floor, Chater Road.

B. MORI,

Acting Manager.

Hongkong, 24th January, 1905. [68]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MER-

CHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS;

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG;

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUER SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905. [44]

FURNITURE WAREHOUSE.

LI KWONG LOONG,

CABINET-MAKER AND ART DECORATOR,

from Shanghai, has opened a

FURNITURE STORE

at

No. 45, DES VOEUX ROAD CENTRAL.

The only shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Has been patronised by the Hongkong Club,

Hongkong Hotel, Messrs. A. S. Watson & Co.,

Ltd., Joint Telegraph Cos., and other leading

Establishments in the Colony, to whom refer-

ence may be made as to the Superior Work-

manship and Materials of the Furniture, &c.,

supplied.

Messrs. A. S. Watson & Co., Ltd. write as

follows—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satis-

faction."

(Sd.) A. S. WATSON & CO., Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904. [66]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OR ICE HOUSE, IN
Ice House Road.

I am now in a position, in his New and Com-
modious Premises, to exhibit, as heretofore,
ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a peculiarity.

Orders solicited.

Hongkong, 22nd September, 1898. [68]

For Sale.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask, 375 lbs. net ex Factory.

\$2.70 per Bag, 250 lbs. net ex Factory.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 7th March, 1905. [50]

WHY NOT THE BEST?

SEVEN GRAND PRIZES
AWARDED TO

SINGER SEWING MACHINES

AT THE

ST. LOUIS EXPOSITION.

SHOW-ROOMS—1, WYNDHAM STREET.

Cash or Easy Monthly Payments.

Hongkong, 28th January, 1905. [48]

TUBORG BEER.

FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$1.50 per case of 48 bottles (quar-)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWEL-

TERS AND WATCHMAKERS.

EASTMAN'S

KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

at QUEEN'S ROAD,

Watson's Building.

[51]

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

TO LET.

TO LET (UNFURNISHED)

4 ROOMS with BATHROOMS, suitable for

Bachelors, in Queen's Road, Central.

Apply to—

•/o Hongkong Telegraph Office.

Hongkong, 6th March, 1905. [53]

TO LET.

A BUILDING at CAUSEWAY BAY, at

present in occupation of the Steam

Laundry Co., Ltd.

No. 1, RIPION TERRACE.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LTD.

Hongkong, 7th March, 1905. [69]

TO LET.

SIX FIRST-CLASS EUROPEAN

HOUSES in Observatory Road, Tsim

Tsa Tsui, Kowloon. Each with five spacious

well-ventilated living rooms